



United States Coast Guard Retiree Council North West *PACIFIC CURRENTS NEWSLETTER*



“They Also Serve”

VOLUME XV ISSUE II



CAPTAIN MARC P. LEBEAU

By BMCS David J Sweeney, USCG (retired)

CAPT Marc Lebeau came to Base Seattle on April 2012 after serving as the Product Line Manager (PLM) for the 420' Icebreaker HEALY, the 418' WMSL's cutters, 399' Polar-Class Icebreakers, 378' High Endurance Cutters and the 282' Medium Endurance Cutter, ALEX HALEY.

As Product Line Manager, his Product Line serviced the engineering & logistics needs of the 17 largest Coast Guard ships. The PLM works for the Surface Forces Logistics Center (SFLC), Oakland Detachment - located in the Oakland Federal Building. He transitioned to that job during the Coast Guard's 01 October, 2009 Modernization Effort, when the Maintenance & Logistics Commands (Atlantic and Pacific) were combined with the Engineering Logistics Center to form the SFLC. He reported in June, 2009 and was initially assigned as the Chief, Engineering Division, MLCP(v).

Previous to that was a short assignment as the Team Leader for the Engineering & C4IT Military Workforce Management Branch at Coast Guard Headquarters (CG-481). Previous duties include the Commanding Officer of the Coast Guard Naval Engineering Support Unit in Seattle, and the Platform Manager for the Icebreakers at the Engineering Logistics Center (ELC) in Baltimore, MD. He served previously at NESU Seattle as the senior Port Engineer for the CGC HEALY & Polar Class Icebreakers. Past assignments have included CGC MELLON (Engineer Officer), CGC SHERMAN (Assistant EO), CGC RUSH (Student Engineer) and an assignment as a Port Engineer at NESU Alameda.

CAPT Lebeau enlisted in the Coast Guard in July, 1978 and after attending Machinery Technician (MK) A-School – worked his way through the “MK” ranks and was advanced to “Chief Petty Officer” in 1986 at the age of 26. In 1988 he transitioned from the enlisted

ranks through Officer Candidate School in Yorktown, VA where he started the second phase of his Coast Guard career as a commissioned officer. CAPT Lebeau received his Permanent Cutterman's insignia as a LT(jg) in 1990 and his Chief Engineer's License as a LT in 1997. As an “MK”, he served in CGC's BOUTWELL (then in Seattle), CGC CITRUS and its predecessor, CGC MODOC. His enlisted, ashore duties include an Instructor for MK “A” and “C” Schools in Yorktown, VA and an Engineering Petty Officer (EPO) assignment at Loran Transmitting Station, Kure Island. While in continuous Coast Guard service, he earned his AS in General Studies from South Seattle Community College and received his BS in Naval Engineering Technology from Charter Oak State College through distance learning (2001). He completed his MS in Quality Systems Management from the National Graduate School (2005). CAPT Lebeau is the father of three grown children that remain in the Northwest and is a classic car restoration buff and enjoys cycling.

CAPT Lebeau provided strong support to the Retiree Council

LeBeau Continued from page 2

Lebeau Continued from page 1

and he was able to attend most of the Council meetings during his tenure. He did a great job briefing us on what was going on at the Base and in the USCG generally.

Captain Lebeau will surrender command of Base Seattle during a change of command ceremony on 17 July 2015 and will then depart to his new assignment in CG-45 - Office of Naval Engineering at Headquarters in Washington, DC.

THE HISTORY OF THE “RACING STRIPE” EMBLEM AND ITS IMPORTANCE AS A BRAND IDENTITY FOR THE UNITED STATES COAST GUARD

William H. Thiesen, Ph.D.

Atlantic Area, United States Coast Guard

In the modern history of the United States Coast Guard, there has been a rapid shift from mistaken identity and anonymity, to a recognizable brand identity. One case provides a perfect example of this mistaken identity. On ocean station in October 1956, the cutter Pontchartrain held responsibility for coming to the aid of a downed trans-oceanic passenger aircraft. On the 19th, the Pan American clipper Sovereign of the Skies lost two of its engines en route from Hawaii to California. After the aircraft radioed the cutter and ditched nearby, the cutter sent out its small boats and gathered up all thirty-one passengers and crew. One survivor no sooner gained the safety of the cutter's deck, when he gratefully exclaimed, “Thank goodness for the Navy!” Unfortunately for the Coast Guard, this case was one of dozens in which the service seemed unrecognizable to the public it served.

Jack Kennedy was acutely aware of the importance of imagery, having relied heavily on image-building in his successful 1960 presidential campaign. When they moved into the White House in 1961, the president and the first lady began an effort to re-make the image

of the presidency. With the aid of professional designers, First Lady Jacqueline Kennedy completed the redecoration of the White House interior. The Kennedy's also met with architects to direct the design and renovation of buildings surrounding Lafayette Square, a park located next to the White House.

Kennedy next undertook a re-design of the presidential jet Air Force One. The president believed an initial design and paint scheme provided by the Air Force as too regal looking, so on the advice of the First Lady, he turned to French-born industrial designer Raymond Loewy, whose work had been recognized the world over during the post-war period. Loewy's Air Force One design won immediate praise from Kennedy and the press and the aircraft became an important symbol of the president and the United States in official visits across the country and overseas.

Delighted by the look of Air Force One, Kennedy granted Loewy's request for a meeting on May 13, 1963. During the meeting and another the subsequent day, the men discussed improving the visual image of the federal government and Kennedy suggested the Coast Guard as an appropriate agency to start with. Shortly after the meetings, the design firm of Raymond Loewy/William Snaith, Inc. received a contract for a ninety-day feasibility study and, in January 1964, the firm presented its findings to Coast Guard leadership.

With its experience in designing industry trademarks, Loewy/Snaith recommended the Coast Guard adopt an identification device similar to a commercial trademark. The firm believed the symbol should be easily identifiable from a distance, easily differentiated from other government or commercial emblems or logos and easily adapted to a wide variety of air and sea assets.

The Coast Guard established an ad hoc committee to work with Loewy/Snaith on the project and, on June 19, 1964, the Coast Guard

Stripe Continued on page 3

Stripe Continued from page 2

signed a contract with the firm to “accomplish studies, prepare design efforts and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard.” On March 21, 1965, during an all-day session at Coast Guard Headquarters, representatives from Loewy/Snaith presented their findings to the service and on the same day Coast Guard chief of staff, RADM Paul Trimble, agreed to proceed with the Integrated Visual Identification Program. During the prototyping process, Loewy/Snaith selected a wide red bar to the upper right of a narrow blue bar canted at sixty-four degrees and running from right to lower left. The Loewy/Snaith team used its own stylized version of the traditional Coast Guard emblem for placement on the center of the red bar. The overall design came to be known as the “Racing Stripe” or “Slash” emblem.



Racing Stripe Logo: Shown here is the final version of the Coast Guard Racing Stripe whose colors, size and angle were specified by the design firm for use by the Service. U S Coast Gurard photo

The Racing Stripe design was tested on cutters and facilities in the Coast Guard’s Seventh District in the Florida area due to milder weather conditions and the greater variety

of sea assets stationed there. The prototype slash was affixed to the cutters Diligence and Androscoggin as well as a buoy tender, vehicles and buildings at Base Miami. At North Carolina’s Air Station Elizabeth City, the Slash was affixed to an HH-52 helicopter, Grumman HU-16 “Albatross” amphibian and HC-130 “Hercules” fixed wing aircraft.

On May 4, 1966, the service’s ad hoc committee for testing the Visual Identification System sent to the commandant a favorable report regarding service-wide use of the Racing Stripe. During

the prototyping process, the Coast Guard’s selection committee decided against the Loewy stylized shield and opted for the service’s traditional shield emblem instead. While the plan received the stamp of approval, details remained to be ironed out over the next several months. By early spring of 1967, most outstanding issues had been resolved, including the type-font for lettering and exact paint color specifications.



ADM Roland: Coast Guard Commandant Edwin Roland, whose administration oversaw the design and planning stages of the Racing Stripe design. U S Coast Gurard photo

On April 6, 1967, Commandant Edwin Roland issued Instruction 5030.5, which ordered service-wide implementation of the Integrated Visual Identification System and ended four years of study and experimentation.

The adoption of the Racing Stripe initially met with resistance from the Coast Guard’s service

Stripe Continued on page 4

Stripe Continued from page 3

culture. However, over the course of the late 1960s and early 1970s, the symbol spread to every maritime and aviation asset in the service. By 1975, the Coast Guard's sail training ship Eagle remained the last service asset not sporting the emblem. Traditionalists had long held that the Racing Stripe would destroy her classic lines and opposed application of the emblem since the late 1960s. However, with preparations underway for

Operation Sail 1976 to celebrate the nation's Bicentennial and Eagle to serve as the host ship, Coast Guard leadership saw an opportunity to present



EAGLE: The Coast Guard's Barque EAGLE, the last asset to receive the Racing Stripe, took on the emblem in 1976, just prior to OpSail '76 celebration. U S Coast Gurard photo

the service's brand identity to the world by distinguishing Eagle from the other tall ships. The Racing Stripe received the public stamp of approval when CBS news anchor, experienced sailor and OpSail TV commentator, Walter Cronkite, singled out Eagle and her Racing Stripe logo with approving remarks.



Locomotive: The Racing Stripe emblem found its way onto a variety of assets, from boats to cutters to aircraft. It could even be seen on a diesel locomotive! U S Coast Gurard photo

Since the 1970s, the Coast Guard Racing Stripe and color scheme has been applied even to assets not commonly associated with the service. With alterations in coloration and angle, the

Racing Stripe has become a symbol for sea service vessels at the federal, state, county and municipal levels throughout the U.S. and for scores of foreign sea services.

Now, for over forty years, the service and its missions have been associated with the Racing Stripe symbol and its unique color scheme. During this time, the U.S. Coast Guard has served throughout the world and collaborated on variety of levels with foreign coast guards and sea services. These activities include training, international patrols, liaison personnel, and advisors to foreign sea services. And in recent deployments, such as Operation Iraqi Freedom



DALLAS: The distinctive white hull and Racing Stripe emblem of the Coast Guard served to de-escalate tensions during the cutter's visit to Georgia, during that country's hostilities with neighboring Russia. U S Coast Gurard photo

and the recent deployment of Cutter Dallas during the war between Russia and Georgia, the presence of Coast Guard cutters with the Racing Stripe and traditional color scheme has proved a de-escalating influence in high-tension maritime missions. This international engagement has spread the service's reputation and brand identity throughout the world.

The Integrated Visual Identification Program stands as the most successful branding program of any federal military agency and possibly of any agency in the United States government. Future service assets will continue to feature the coloring and emblem developed over forty years ago to identify the Coast Guard and distinguish it

Stripe Continued on page 5

Stripe Continued from page 4

from other federal sea services.

Where many could not identify the Coast Guard's assets before it adopted a brand identity, most individuals connected with the water do now. Some of this trend must be credited to the missions carried out by the Coast Guard around the clock and the sort of operations in which it serves, however, much of that recognition should also be credited to the Coast Guard's adoption of the Racing Stripe symbol. Thanks to a visionary president; talented industrial designers; and strong Coast Guard leaders, who saw the importance of a brand identity for the service; the assets of the Coast Guard are now easily identified by Americans and thousands of foreigners connected to the sea.



CPB Slash: In various colors and sizes, the Racing Stripe became a common emblem for federal, state and local law enforcement and sea service vessels. Such is the case with these Customs and Border Patrol assets. U S Coast Gurard photo

**COAST GUARD 13TH DISTRICT
ENLISTED PETTY OFFICER OF THE
YEAR 2014**

Story by Petty Officer 1st Class George Degener

Petty Officer 1st Class Trevor Sly stands with a plaque recognizing him as the district's Enlisted Petty Officer of the Year 2014 at a dinner hosted by Coast Guard Base Seattle March 27, 2015. Sly is an avionics electrical technician at Coast Guard Air Station Port Angeles, Wash. U.S. Coast Guard photo courtesy Petty Officer 1st Class Trevor Sly.

Every day Coast Guardsmen across the Pacific Northwest go above and beyond the call of duty. Throughout 2014, one member assigned to Coast Guard Air Station/ Sector Field Office Port Angeles, Washington, demonstrated leadership qualities, professional proficiency and an attitude of selfless service above all others.



AET1 Trevor Sly, EPOY after receiving his award. USCG Photo

Petty Officer 1st Class Trevor Sly, an avionics electrical technician, has been selected as the 13th Coast Guard District's enlisted person of the year.

"I am humbled to be the EPOY for District 13," said Sly. "It was incredibly competitive, and I never expected to be standing on a stage accepting a plaque from the district commander. I am thankful to my supervisors and my command for getting me that far. I had never really taken stock of everything I had done last year before it was being read to me at the banquet in Seattle. It was, and continues to be, an immense honor."

Air Station Port Angeles personnel are responsible for search and rescue, law enforcement, homeland security and resource protection operations across a vast area that includes the Strait of Juan de Fuca and the Washington Coast around the Olympic Peninsula to Puget Sound.

As the Avionics Shop supervisor, Sly lead six

EPOY Continued on page 6

EPOY Continued from page 5

avionics technicians and two maintenance mechanics through more than 4,000 aircraft maintenance hours. His diligence and expertise as the primary quality assurance inspector for three MH-65 Dolphin helicopters supported more than 2,000 flight hours and resulted in Port Angeles-based crews successfully completing 203 search and rescue cases.

“AET appealed to me because of the diversity of the job,” said Sly. “I was an easy recruitment. I walked into the recruiter’s office knowing what I wanted to do already. I have been able to work in aeronautical engineering while still being able to fly as a flight mechanic and aviation precision marksman.”

Aircrews from Port Angeles often respond to cases in remote areas of the Olympic Peninsula and work closely with first responders from other agencies. Sly was able to reprogram the radios onboard unit assets to work with other agencies’ equipment and enhance the Coast Guard’s ability to provide assistance to people in distress. In addition to communication interoperability, he also provided training to 40 Clallam County, Washington, firefighters on the capabilities of the MH-65 platform and standardized multi-agency SAR procedures with Clallam County volunteer rescuers.

Sly’s expertise and commitment to helping others extends far beyond the hangar. During his personal time, Sly conducted four Financial Peace University classes and helped others navigate the complex world of saving, budgeting and investing. He is also a personal financial advisor to three fellow Coast Guardsmen. In addition to his duties as a command financial specialist, he also earned enhanced certification as a victim advocate, a crucial role within the service that provides support for victims of sexual assault.

“He is the most meticulously thorough aviation technician and aeronautical professional I’ve ever worked with,” said Chief Petty Officer Scott Bigelow, Sly’s previous supervisor in the unit’s

Quality Assurance shop. “That’s saying a lot, because we are all meticulous when it comes to our craft. He excels at everything from being an aviation gunner to flight mechanic, so much so that he has been an instructor for both duties, and never belittles his fellow aviator or bemoans his station. He is so caring that he is a victim advocate and also a command financial adviser, providing free financial Peace University classes to his shipmates and their spouses.”



Petty Officer 1st Class Trevor Sly is an avid outdoorsman and hiker currently stationed in the Pacific Northwest. His skills were of particular use selection as a member of the U.S. Army’s Joint POW/MIA Accounting Command as part of an expedition to Koge Bay, Greenland. Photo provided AETI Trevor Sly.

While the unit and his shipmates certainly benefit from Sly’s professionalism and abilities, his mountaineering prowess led to his selection as a member of the U.S. Army’s Joint POW/MIA Accounting Command as part of an expedition to Koge Bay, Greenland. Mission 14-1GL involved searching near for the remains of Lt. John Pritchard and Petty Officer Benjamin Bottoms, the Coast Guard’s last two members listed as missing in action. His work party spent two months sleeping in tents and working 12-hour days in an environment even more remote than the wildest parts of the Olympic National Forest.

“He’s an avid hiker and outdoorsman, has impeccable comedic timing and is a thesaurus frequently quoting 50-cent words,” added Bigelow. “The Greenland trip was icing on an

EPOY Continued on page 7

EPOY Continued from page 6

already rich cake. Nobody was surprised to hear how much he helped and accomplished. They covered four times the ground they did the previous year, due to his expertise, flexibility and get it done attitude.”

Whether you find him working in a hangar, teaching in a classroom or trekking across a glacier, Petty Officer 1st Class Trevor Sly truly embodies the Coast Guard’s core values and maintains the highest levels of professionalism in support of the organization, his unit and his shipmates.

“My hope is to leave a mark on this organization which serves to inspire people to better themselves and those around them,” said Sly. “I value my peers and subordinates over any of the machines on which they work tirelessly to keep in operation. I understand how obvious that sounds, but it can be easy to forget the human element that exists behind our cutters, boats, and aircraft meeting mission objectives. In the multitude of extremely diverse experiences I have had in the Coast Guard, I sincerely believe that we have the most capable enlisted workforce in the U.S. military. The only challenge, then, is to successfully enable them to perform. That is my guiding principle.”

WASHINGTON-NATIVE HONORED AS TOP RESERVE ENLISTED COAST GUARDSMAN FOR 2014

PAC Kyle Niemi

WASHINGTON — A native of Olympia, Wash., and resident of Oso, Wash., was recognized as the Coast Guard's top Reserve enlisted member during the 2014 Coast Guard Enlisted Persons of the Year Banquet Thursday on Joint Base Anacostia-Bolling, in Washington, D.C.

Adm. Paul Zukunft, commandant of the Coast Guard, presided over the evening ceremony at the Bolling Club on JBAB to recognize the accomplishments of Petty Officer 1st Class Ryan

M. Olson, the 2014 Coast Guard Enlisted Person of the Year — Reserve Component.

Olson is a maritime enforcement specialist assigned to Coast Guard Port Security Unit 313 in Everett, Wash.



Caption: Cyndy Olson and Master Chief Petty Officer of the Coast Guard Steven Cantrell affix new collar devices to Ryan Olson's uniform during the 2014 Coast Guard Enlisted Persons of the Year Banquet at Joint Base Anacostia-Bolling in Washington, D.C., May 7, 2015. During the ceremony, Olson was recognized as the Enlisted Person of the Year - Reserve Component, an honor that comes with a meritorious advancement - in Olson's case, an advancement from petty officer first class to chief petty officer. (U.S. Coast Guard photo by Chief Petty Officer Kyle Niemi)

Olson grew up in Olympia, Wash., and graduated from Capital High School there in 1996. He would go on to graduate from Pacific Lutheran University in Tacoma, Wash., in 2000. He enlisted in the Coast Guard Reserve in 2010 and is currently assigned to Port Security Unit 313, where he is the lead petty officer and training officer in PSU 313's Shoreside Security Division.

During 2014, Olson developed high-level training opportunities through the creation of key relationships with U.S. Navy personnel, resulting in the the unit's unprecedented access to 3,000 acres of Jim Creek Naval Radio Station's restricted areas, improving the unit's ability to train for convoy operations and quick-deployment exercises in realistic field conditions. His leveraging of these unique resources facilitated over 5,400 additional man-hours of field training during expeditionary exercises, raising the overall proficiency of the division

EPOYR Continued on page 8

EPOYR Continued from page 7

by qualifying numerous members in various positions. To ensure the safety of his division during these high optempo training evolutions, he attained National Registry Emergency Medical Technician certification. In March 2014, Olson responded to a deadly mudslide in his hometown of Oso, Wash., leading reconnaissance patrols and setting waypoints for what would become a portion of the grid map of the impacted area.

"Being selected as the 2014 Enlisted Person of the Year — Reserve Component is an incredible honor," said Olson. "It is by far the most humbling experience that I have had within the Coast Guard. I am always quick to note that throughout my career I have been surrounded by incredible people. The successes that I have enjoyed would not have been possible without them."

Olson was presented the Coast Guard Commendation Medal and received numerous gifts from sponsor organizations. As a result of being selected as one of the Enlisted Persons of the Year, Olson was authorized to be meritoriously advanced to the next higher paygrade. During the ceremony, he was advanced from petty officer first class to chief petty officer.



CPO Ryan Olson astride his other life saving duties with the Oso Fire Department, USCG Photo

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USCGC Yocona (WMEC 168) REUNION



CWO4 Robert Rhoads

There will be a USCGC Yocona reunion later this year in Astoria. Tentative dates are 18, 19, 20 September. More definitive information to our website when it is receive. In the meantime...

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Adm. Paul Zukunft, Coast Guard commandant, Petty Officer 2nd Class Giacomo Terrizzi, Chief Petty Officer Ryan Olson, and Master Chief Petty Officer of the Coast Guard Steven Cantrell pose for a photo during the 2014 Coast Guard Enlisted Persons of the Year Banquet at Joint Base Anacostia-Bolling in Washington, D.C., May 7, 2015. (U.S. Coast Guard photo by Chief Petty Officer Kyle Niemi)

2015 PRINSENDAM RESCUE REUNION

“Calling on all former Shipmates, Aviators, and personnel stationed ashore who assisted in the rescue of 519 passengers and crew aboard the burning Dutch Cruise Ship Prinsendam on 4 - 5 October 1980 in the Gulf of Alaska". If you or someone you know was attached to any of the below listed units during the rescue and/or subsequent sinking of the Prinsendam and are not listed on my roster **"I Want To Hear From You"**:

USCGC Boutwell - USCGC Mellon - USCGC Woodrush - USCGC Bitt - USCG Air Stations Kodiak and Sitka - USCG Support Center Kodiak - USCG Marine Safety Offices Valdez and Juneau - PACAREA - CCGD17 - CCGD13 - CCGD12 - USCG CAMPAC - USCG Communication Station Kodiak - USCG Group Ketchikan - Elmendorf Air Force Base - Royal Canadian Air Force/Canadian Air Force - Alaskan Ham Radio Operators - Yakutat Fire Department - U.S. Tanker Williamsburgh - C/V SOHIO Intrepid - C/V Portland - Dutch Cruise Ship Prinsendam (Crew & Survivors)

Our Fourth Annual Reunion will be celebrated with activities beginning on Friday, 2 October through Sunday, 4 October 2015 in Seattle, Washington to commemorate the 35th Anniversary of "One of the Greatest Sea Rescues in Coast Guard History". A special invitation is also extended to rescued passengers and crew aboard the Prinsendam. If you require the assistance of a Stokes Litter to get that sorry



caboose of yours out of Charlie Status one will be provided at no cost. Note: Subsequent and additional charges for transport via the new Coast Guard HITRON Helicopter may apply. Contact YNCS Stan Jaceks, USCG, (Ret.) by email at stanley2421@localnet.com Phone (509) 760-4866 (c) to become a member of our Association, make a reservation or get additional information.



4 October 1980 Dutch M.V. Prinsendam Ship Fire Gulf of Alaska

CLASS OF 2015: ‘WE ARE READY’

Written by Petty Officer 2nd Class Richard Brahm

On May 20th President Barack Obama, during his last presidential commencement address at the U.S. Coast Guard Academy, congratulated and welcomed the Coast Guard’s newest wave of leaders.

As 217 cadets in the U.S. Coast Guard Academy Class of 2015 swore the oath of office in the presence of their commander in chief, they set their course to ensure their names would be etched in the annals of history.

The President pointed out the fact that 33 percent of the graduating class is made up of underrepresented minorities, making the Class of 2015 the most diverse class ever to graduate from the Academy.

“We are joined today by commander Merle

2015 Continued on page 10

2015 Continued from page 9

Smith, the first African American graduate of this academy. His legacy endures in you, because the graduating class of 2015 is the most diverse in Academy history and you took care of each other like family,” said Obama. He encouraged the graduates to strive for greatness as they embark on new endeavors.



The Coast Guard Academy Class of 2015 graduates May 20, 2015. Two Hundred and seventeen cadets received commissions as the newest officers in the U.S. Coast Guard. U.S. Coast Guard photo by Petty Officer 2nd Class Cory Mendenhall.

“Cadets, you are at the start of your careers, we cannot know, each of us, how many days we will walk this earth. We can’t guarantee we are all going to live ‘til we are 100. But what we can do is live each day to its fullest. What we can do is look squarely at what will make the biggest difference for future generations and be willing to tackle those challenges. As you embark on your life of service, as you man your stations, head to the seas, take to the skies. If you remember all that you’ve learned here. How you came here and came together to achieve as a team, what you could never do alone. Then I am confident that you will truly go where few dare. You will rise to meet the challenges that not only face our country, but face our planet, and your legacy will be a nation that will be stronger and safer for generations to come.”

The Class of 2015’s Distinguished Honor Graduate, Ensign Justin Sherman, offered his

enthusiastic and sincere thoughts about his class’ future.

“Over the past four years we’ve learned about what it takes to be an officer. Experienced what it means to serve in a branch of the Armed Forces and not just any branch, the Coast Guard,” said Sherman.

“Today is our chance to seize a hold of our futures,” he continued. “To own our careers. We will shape a journey for ourselves, in the Coast Guard and beyond. Across the country and throughout the world. We know this will be a challenge. We know there will be long days of double watches collateral duties. Of seemingly endless boardings and preflight checks. We know there will be hard decisions and sacrifices, but I can tell you, we are ready.”

Congratulations to the Class of 2015, you are now part of the distinguished “Long Blue Line!”

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PAPP SAYS US MUST BETTER PREPARE FOR MELTING ARCTIC



Former Coast Guard Commandant Adm. Bob Papp

The Day, by Julia Bergman

As the U.S. prepares for its two-year turn at chairing the council of nations with Arctic territory, the State Department’s special representative for the Arctic, retired Coast Guard Adm. Robert J. Papp Jr., admits that this country is behind in its preparations for a melting Arctic.

Arctic Continued on page 11

Arctic Continued from page 10

The U.S. is an Arctic nation because of Alaska, which was purchased from Russia in 1867. The eight-country Arctic Council was established to promote cooperation and coordination among them, indigenous groups and other Arctic inhabitants. The council's primary focus is on environmental protection and sustainable development of the region.

The U.S. last chaired the council 15 years ago, and since then a lot has changed in the region. A rapidly warming Arctic climate has melted sea ice, making way for increased maritime traffic and greater human activity in previously inaccessible areas.

Some countries on the council have already begun to react and plan. Norway has established cities along its Arctic coast, and Russia is modernizing airports and building railway lines in anticipation of increased human activity along The Northern Sea Route.

"I think we have the opportunity to get caught up, but it's going to require commitment from the entire government, and the state of Alaska, and industry that wants to develop in the Arctic waters. It's going to take a combination of all of the above," Papp said by phone on 17 March after a morning address at the Brookings Institution in Washington, D.C., on the future of U.S. policy for the Arctic.

Besides the United States, the Russian Federation and Norway, the "Arctic States" on the council are Canada, Denmark, Finland, Iceland and Sweden. Each chairs the council for a two-year period, hosting meetings and diplomatic events. Six organizations representing Arctic Indigenous peoples serve as permanent participants.

"The United States is assuming the chair of the Arctic Council at a critical time," Papp told members of the Senate Energy and Natural Resources Committee earlier this month.

In preparation for its tenure, which will begin in April, the United States has developed an agenda

guided by a three-pronged focus: Arctic Ocean safety, security and stewardship; improving economic and living conditions for Arctic communities; and addressing the impact of climate change.

Increased maritime traffic in the Arctic calls for safety and security capabilities along new and developing maritime routes. Papp told the Senate committee that there's been an increase in shipping through the Northern Sea Route above Russia, and through the Bering Strait.

"The responsibility for a nation that's a maritime nation is to provide safety and security for the mariners that are going to be operating up there," Papp told *The Day*, adding that one imperative is to "make sure that we have the resources to be able to respond to any accidents or disasters."

The people of Alaska, most of whom live on the coast and rely on maritime transportation to get the supplies they need, are concerned about "their own personal survival," Papp said.

"We have some villages falling into the sea as the permafrost thaws and there's less permanent sea ice to protect the shoreline against winter storms," he said, adding that "cities are flooded up there. We're going to have to actually move people at a certain point," which will be very expensive.

The U.S. agenda includes projects aimed at improving the economic and living conditions in Arctic communities. The melting ice provides opportunities for projects that would build up the land, but also projects that directly target and address some of the personal issues that Arctic communities are facing. Some of the ideas include renewable energy projects to increase energy and water security for the more remote communities, improving water and sanitation access, and advancing suicide intervention and awareness programs.

The agenda's third focus is adapting to climate change.

Arctic Continued on page 12

Arctic Continued from page 11

“We're not going to cure climate change within the Arctic Council, but we need to draw attention to the effects of climate change and also come up with ways to mitigate and adapt to it, to hopefully protect the environment of the Arctic, to demonstrate to the rest of the world that what goes on in the rest of the world affects the Arctic, and what's happening the Arctic affects the rest of the world,” Papp said during the Brookings event.

Papp told The Day that our competition in the Arctic is “probably Russia, and to a certain extent Canada.”

The Northern Sea Route above Russia is opening faster than the Northwest Passage above the U.S. and Canada, which, Papp said, has led to “a tendency for both governments to say ‘We can wait on this because there's not a large amount of traffic.’”

Russia is preparing for an increase in human activity and has begun investing in search-and-rescue facilities along the route, and has made military developments, which Papp said the U.S. is keeping an eye on. But, he added that “most of what they're doing are things that the U.S. should be doing.”

The Northwest Passage was ordinarily frozen over completely, meaning it wasn't used at all. And it is still a long way from becoming a viable sea route.

Currently, the U.S. does not have any permanent infrastructure in the Arctic. The most talked about piece of infrastructure is the need for a Coast Guard icebreaker. The operational U.S. polar icebreaking fleet consists of the heavy icebreaker USCGC Polar Star and the medium icebreaker USCGC Healy.

“That's a lot of distance to cover with two ships,” Papp said, referring to the distance between the Arctic and Antarctica.

Some estimates have suggested the U.S. needs

between four and eight icebreakers. “Let's start building the first one,” Papp said. “At least we can all agree on one.”

Papp told the Brookings audience that the Russians have more than two dozen icebreakers, China and South Korea are each building one, and so are other countries. In his interview with The Day, Papp listed airports, hangars for aircraft, a deepwater port in Alaska and build out of telecommunications systems within the Arctic as other important infrastructure needs.

A ‘long list’ of projects

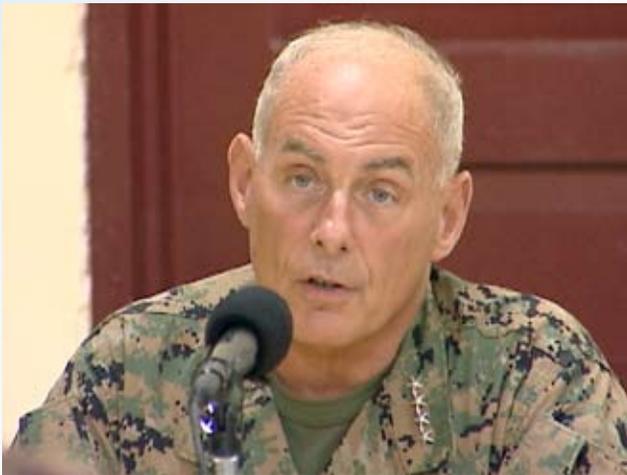
“There is a long list of federal projects that have been identified,” Papp explained, but they're not in the federal budget. Papp said he was hopeful that the recent Executive Order on the Arctic signed by President Barack Obama “will lead to setting some priorities, which will hopefully lead to committing some resources as well.”

Underlying all of this is that the Senate has not ratified the Law of the Sea Convention, which regulates the resources of the sea and uses of the ocean. The U.S. is the only one of the eight Arctic nations that is not a party to the convention. Other countries with Arctic coastlines are charting the continental shelves to make claims under the treaty to increase their rights to the oil and gas reserves that lie beneath the Arctic waters. This puts us at a disadvantage because we have “no means, no standing,” Papp said, to perfect our claim -- in other words, make it official.

Papp said he doubts that “with all the other things going on, that the Senate will take it up.”

As far as getting the general public to care about the Arctic, Papp said, “Climate is the one that holds the most promise.”

The State Department will lead a “rather large and robust public diplomacy effort,” he said, “to raise the awareness of the American people, and climate is probably the means to do that.”



General John F. Kelly, USMC and the current commander of United States Southern Command. USMC Photo

MARINE CORPS GENERAL STUMPS FOR COAST GUARD CUTTERS

By Brendan McGarry, DoDBuzz.com

Budget cuts will drastically curtail the military's ability to work with countries in South America and Latin America to stem the flow of cocaine and other illegal drugs into the U.S., a general said in March 12th.

Automatic, across-the-board spending reductions, known as sequestration, "would be catastrophic" and "essentially put me out of business," Marine Corps Gen. John Kelly told lawmakers.

Kelly, who oversees American military activities in South America and Latin America as head of U.S. Southern Command, was responding to a question from Sen. John McCain, R-Arizona, chairman of the Senate Armed Services Committee, during a hearing to discuss the Pentagon's fiscal 2016 budget.

Deficit-reduction legislation agreed to by Congress and the White House in 2011 will slice \$1 trillion from the Defense Department budget over a decade, with half coming from sequestration. The automatic cuts are set to return in 2016 with greater effect, unless Republicans and Democrats agree on another spending plan — an unlikely prospect given the

split between defense hawks and fiscal hawks in the GOP.

Kelly, who testified alongside Navy Adm. William Gortney, the commander of both U.S. Northern Command and North American Aerospace Defense Command, said the reductions will drastically curtail the U.S. military's effort to stem the flow of cocaine, heroin, methamphetamine and other illegal drugs originating from South America.

"I would no longer be able to partner, almost at all, with the nations that we work with every day," he said.

Another round of spending cuts would mean fewer U.S. Coast Guard cutters available to intercept smugglers, Kelly said. That could lead to a staggering drop in the quantity of drugs seized, he said.

"We got 158 metric tons of cocaine last year, without violence, before it ever even made it to Central America," he said. "I do that with very, very few ships. I know that if sequestration's happened, I would be down to maybe one, maybe two, Coast Guard cutters. That means, of the 158 tons that I would expect to get this year, I'd probably, if I'm lucky, get 20 tons. All the rest would just come into the United States along this incredible efficient network."

He later explained, "Once it gets ashore in Central America and moves up through Mexico, we're taking almost nothing off the market."

Kelly said troops in his command help detect and monitor smugglers, while their Coast Guard colleagues actually interdict them.

"The interdiction phase really takes ships or cutters or some vessel that you can fly a helicopter from," he said. "More ships, more cutters, means [interdiction of] more cocaine ... You're never going to be able to stop it all. But what you're trying to do is drive down availability and drive up price, and then less people will start toying around with drugs."

USMC Continued on page 14

USMC Continued from page 13

The Coast Guard, which falls under the Homeland Security Department, has long played a key role in international counter-narcotics programs. The cutter Boutwell last fall returned to Naval Base San Diego with more than 28,000 pounds of pure, uncut cocaine with a street value of more than \$500 million after a three-month counter-drug patrol in the Eastern Pacific, according to the service’s budget request.

The Coast Guard for the fiscal year beginning Oct. 1 is requesting some \$540 million for its surface assets, including funding for the fifth through the eighth new high-endurance National Security Cutters, as part of an overall budget of almost \$10 billion, which is essentially flat from this year.

Meanwhile, the Pentagon requested an overall defense budget of \$585 billion, including a \$534 base budget and a \$51 billion war budget. That’s an increase of about \$25 billion, or 4 percent, in funding from this year.

Kelly said his command is encouraging military and law enforcement officials in Central America to work together in moving more vessels to border areas to better interdict smugglers. The government of Honduras recently intercepted multiple tons of cocaine, he said, in part “because we recommended changing how they go about their business.”



USCGC Seneca underway at GTMO, Cuba. U.S. Navy photo by Chief Petty Officer Bill Mesta

**U.S. ARMY WAR COLLEGE
STUDENTS GO OUT TO SEA WITH
BOSTON BASED CUTTER SENECA**

<http://coastguardnews.com/>



U.S. Air Force Lt. Col. Rich Messer, U.S. Army War College class of 2015 student, talks with crew members from the Coast Guard Cutter Seneca during their transit down the East River March 21, 2015. (U.S. Coast Guard photo by Petty Officer 2nd Class Sabrina Laberdesque)

NEW YORK – U.S. Army War College students accompanied the Coast Guard Cutter Seneca crew on a transit through the East River, Mar 21, 2015 as part of a unique educational and training opportunity.

U.S. Army Lt. Col. Steven Basilici, and Coast Guard Cmdr. Bill Dwyer, students from the U.S. Army War College class of 2015 experienced life out to sea with the crew of the cutter Seneca off the Coast of New York City.

The U.S. Army War College is a United States Army institution in Carlisle, Pennsylvania. The program provides graduate level instruction to senior military officers and civilians to prepare the students for senior leadership assignments and responsibilities. Each year, a board of admissions considers a number of senior military officers from all five branches to attend the course. The Army War College is a split-functional institution and while a great deal of emphasis is placed on research, students are also instructed in leadership, strategy, and joint-service/international operations. Upon

Boston Continued on page 15

Boston Continued from page 14

completion of the course, the college grants its graduates a master’s degree in Strategic Studies.

“As the oldest continuous seagoing service, the Coast Guard has a unique and impressive history and I really wanted to share that experience with my classmates in our sister services,” said Coast Guard Cmdr. Bill Dwyer, U.S Army War College class of 2015 student. “The Seneca crew impeccably showcased that our missions may be different but there is a string of similarities that flow through all of them and that is what sets us apart from the other four branches.”

During the patrol, the cutter Seneca conducted helicopter training at sea with an MH-60 Jayhawk Helicopter from Air Station Cape Cod. The training included day and night landings, vertical replenishment, and a “hot refuel”.

“When I saw how much responsibility Cmdr. Brennell, the commanding officer had on his shoulders, the different mission sets in which he had authority to operate and the task to execute, I was truly impressed,” said Lt. Col. Steven Basilici, U.S Army War College class of 2015 student. “Everyone from the commanding officer to the most junior member was operational the entire time. The level of competence necessary to execute the cutter’s missions is incredibly impressive to see and was a revelation to me not just on the cutter Seneca but the Coast Guard as a whole.”

The Coast Guard serves as a critical link between the Department of Homeland Security and the Department of Defense in the joint link of maritime Homeland Defense, Civil Support and maritime Homeland Security missions.

“When those two missions are drawn together and the Department of Defense’s resources are launched in a Homeland Defense or Civil Support role, the Coast Guard’s leadership experience and strong rapport with both military and civilian agencies naturally allow it to play a critical bridging leadership role,” said U.S. Air Force Lt. Col. Rich Messer, U.S Army War

College class of 2015 student. “At the strategic level, it is important for our leaders to know that the Coast Guard is an integral part in the DOD and is critical to the Department of Homeland Security’s ability to secure the nations maritime borders and advance America’s strategic national interests.”

The three U.S. Army War College students are scheduled to graduate June 5, 2015, from the War College with their fellow classmates before returning to active duty and reporting to their operational units.

“This entire experience has really opened my eyes professionally about the Coast Guard and how they operate as an organization,” said Basilici. “When I return to the special operations field with the knowledge of the Coast Guard’s professional, leadership and operational capabilities, I most certainly plan to reach out to do joint military operations in the future.”

The 270 ft. Medium Endurance Cutter Seneca is homeported in Boston and has a crew complement of 100: 14 officers and 86 enlisted. The Seneca was commissioned into Coast Guard service on August 4, 1986.

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**COAST GUARD DAY 2015
SPOKANE, WA**

Paul Luppert psluppert@comcast.net

Pass the word: The Coast Guard Picnic in Spokane is back! It will take place at the Clear Lake Recreation Area in Cheney on Saturday, August 15th from 10:00 AM to 4:00 PM. Details of the event will be posted later. Until then you can join in on the conversation on Facebook by joining the “Coast Guard Picnic: Spokane” group. <https://www.facebook.com/groups/1541166586137105/>

You can also contact Rick and Charlene Jones of Rathdrum, ID who have taken on the task of organizing the event at inwcoastguard@gmail.com Let them know that you are interested in attending or if you are willing to help out with organizing the picnic.

REGIONAL RETIREE HELP DESKS --TAKE TWO

Regional Retiree help desks were established in March of 2013 by Admiral Robert Papp, then the Coast Guard Commandant. In concept each Coast Guard Base was to stand up a desk. Base Seattle was among the first to have retirees trained and certified to work the help desks and to have a desk up and running. Most bases are now in compliance, but several have been unable to field a single volunteer retiree to staff a desk watch.

In the time that the desks have been in operation, they have provided critical help in several urgent situations. They have also provided general help in a larger number of cases. But the numbers of calls on the entire network of help desks has been significantly lower than expected. Call volume is so low that many volunteers and Base commanders are now asking if the service might be more efficiently provided from a single "desk" with nationwide coverage responsibility.

The concept of replacing the regional help desks with a single national desk was raised during this year's National Coast Guard Retiree Council conference on 28 April and a committee was formed to review the experiences of the current help desks with an eye toward consolidation. The committee's evaluation will address many factors including historical demand, service availability, timeliness of response, quality of service, typical and worst case service situations, and risk identification and risk management. If there is to be one, the physical location of a national help desk must also be determined.

While the Council has some experience providing help desk services, the next help desk version would clearly benefit from ideas and stated needs from the retiree population across the country. If you have any thoughts on specific retiree help needs, or suggestions on how to meet those needs please let us know by email at: CoChairs@cgretirenw.org.



GOOD MORNING FROM THE D13 UNIT HEALTH PROMOTION COORDINATOR!

LCDR Jeff Bryant, USCG

Last year nearly 50 Coast Guard members, friends and family supported a Rock n' Roll Seattle Marathon water station ensuring nearly 15,000 runners were kept hydrated and motivated.

Once again, we have a wonderful volunteer opportunity to support a water station for the 2015 Rock n' Roll Seattle Marathon taking place on Saturday, June 13th. The water station will be located in downtown Seattle in the vicinity of 2nd Ave between Main & Washington (next to Occidental Park) from 0600-1400.

We are looking for at least "50" volunteers to staff two shifts: 0600-0930 (30 volunteers) & 0930-1400 (20 volunteers). This volunteer opportunity is extended to all: Auxiliarist, civilians, Reserves as well as family and friends!

Since we will be representing the Coast Guard, it is requested all volunteers wear Coast Guard attire. *The Coast Guard Basic Physical Fitness (BPF) Uniform is preferred. However, to maximize participation members have the option to wear tasteful Coast Guard attire such as unit shirts, or sweats.

*The Basic Physical Fitness uniform consists of blue mesh shorts, with "Coast Guard" on the right thigh, and a gray Coast Guard T-Shirt.

Family members are more than welcome and

Marathon Continued on page 17

Marathon Continued from page 16

highly encouraged to volunteer as well! We would just ask that family members also wear Coast Guard attire.

The Rock 'n' Roll Seattle Marathon is counting on the Coast Guard, and this is a great opportunity for us to show our support for the event. If you or someone you know would like to sign-up as a volunteer, please email me with your requested shift.

Please let me know if you have any questions, or would like to discuss further.

Martin "Jeff" Bryant, LCDR, USCG
Unit Health Promotion Coordinator
Thirteenth Coast Guard District
915 Second Ave
Seattle, WA 98174
Desk: (206) 220-7032

envison establishment of a museum in Hangar 2 which would display and celebrate local and regional military history.

If you would like to know more before volunteering, visit and navigate around the following website: www.sandptnavsta.org or contact Captain Ray Copin, USCG (Ret.) at 425-641-6869 rjcopin@comcast.net. Captain Copin is not directly connected with the "Friends" but he is knowledgeable and able to put you in contact with specific organization individuals if you wish.

SEATTLE CG DAY PICNIC 2015

Date: Friday, August 7, 2015

Time: From 11am-3pm.

Location: Lord Hill Farms,
12525 Old Snohomish-Monroe Rd.
Snohomish, WA 98290

David J. Sweeney
Transition Relocation Manager (TRM)
Ombudsman Coordinator
Coast Guard Base Seattle (HSWL)
Off: (206) 217-6615
Fax: (206) 217-6619
eMail: david.j.sweeney@uscg.mil



**SEEKING A RETIRED COASTIE FOR
A VERY PART TIME VOLUNTEER
ASSIGNMENT**

CAPT Ray Copin, USCG (Ret.)

A not for profit 501(c)(3) organization called "Friends of Sand Point Magnuson Park Historic District" will welcome to its deliberations a Coast Guard retiree generally familiar with Coast Guard activities in the Pacific Northwest Region.

The historic district of Seattle was incorporated in 2002. The people involved are well versed in and interested in preserving the history of park property, especially that embracing the many years when Naval Air Station Seattle at Sand Point occupied the site.

During many of those years, CG District 13 Reserve elements were headquartered in Hangar 2 as it is still known in the Park. The "Friends"



Lord Hills Farms lake for family fun. Photo by Lord Hills Farm

BUI: DON'T BE THAT GUY

Posted by LTJG Katie Braynard

National Safe Boating Week 2015 ran from May 16-22, 2015. The theme for this year's campaign was 'Wear It!' Boat safe!



Alcohol remains the leading known causative factor in all boating fatalities. Take the pledge this summer to stay sober on the water. U.S. Coast Guard photo.

No one thinks twice these days about drinking and driving – why should drinking and boating be any different?

As the weather warms and boating season kicks off, every boater needs to know and understand the risks of consuming alcohol while boating. Regardless of what many may think, it is illegal to operate a boat while under the influence of alcohol or drugs in any state. This applies to all vessels – not just power vessels. That's right – you can get a BUI even while kayaking.

Regardless if you are boating near shore or off shore, alcohol affects your judgment, vision, balance and coordination. These impairments increase the likelihood of accidents – for both passengers and operators.

Here are three facts about BUIs that you may not have known:

1. A boat operator is likely to become impaired more quickly than a driver, drink for drink.

Alcohol is even more hazardous on the water than on land. The marine environment – motion, vibration, engine noise, sun, wind and spray – accelerates a drinker's impairment. These stressors cause fatigue that makes a boat

operator's coordination, judgment and reaction time decline even faster when using alcohol.

Alcohol can also be more dangerous to boaters because boat operators are often less experienced and less confident on the water than on the highway. Recreational boaters don't have the benefit of experiencing daily boat operation.

In fact, boaters average only 110 hours on the water per year.



The consequences for boating under the influence parallel those for driving under the influence. Don't chance it – stay sober! U.S. Coast Guard photo.

2. The penalties for BUI are similar to drinking a driving – large fines, revocation of operator privileges and jail time.

Consuming alcohol while boating parallels the dangerous behavior of consuming alcohol while operating a motor vehicle – and the consequences reflect that. Each and every state has laws in place against boating while impaired or under the influence of drugs or alcohol.

Think that you will just get towed back to land and told to wait until you are sober? Wrong. Boating under the influence carries similar punishment to drinking and driving. Depending on the severity of the incident, you could face large fines. The Coast Guard or state may also pull your operating privileges, ruining any further opportunities for enjoying time on the water for a specified time period. Even more serious – you could face jail time.

BUI Continued on page 19

BUI Continued from page 18

Play it safe this summer and stay sober while boating.

3. Alcohol continues to be the leading known causative factor in fatal boating accidents.

Even with various BUI awareness initiatives in place, alcohol continues to be the leading known causative factor of all fatal boating accidents, accounting for 21 percent of deaths in 2014.

While this percentage has decreased over recent years, even one death because of alcohol is one too many.

Take the pledge this entire summer, and don't boat under the influence.



State and Coast Guard officials routinely work together to curb drunk boating incidents. The Coast Guard partners with local law enforcement each summer during Operation Dry Water. USCG photo by Petty Officer 1st Class Adam Eggers.

For more information about boating safety, visit the Coast Guard's boating safety website. <http://www.uscgboating.org/>



TRICARE For Life

TRICARE For Life is Medicare-wraparound coverage for TRICARE-eligible beneficiaries who have Medicare Part A and B.



Available worldwide:

TRICARE pays after Medicare in the U.S. and U.S. Territories

TRICARE is the first payer in all other overseas areas

Meets requirements for minimum essential coverage

Enrollment not required

Coverage is automatic if you have Medicare Part A and B

You must pay Medicare Part B premiums

Who Can Participate?

TRICARE-eligible beneficiaries who have both Medicare Part A and B can use TRICARE For Life.

Not sure if you're eligible? Check out the Eligibility Page for details.

How it Works

You may visit any authorized provider. >>Find a Doctor

Your provider files your claims with Medicare.

Medicare pays its portion and sends the claim to the TRICARE For Life claims processor.

TRICARE For Life then pays the provider directly for TRICARE-covered services.

You can get care at military hospitals and clinics, but only on a space-available basis. >>Find a Military Hospital or Clinic

TRICARE Continued on page 20

TRICARE Continued from page 19

What You Pay

You don't pay any enrollment fees, but you must pay Medicare Part B monthly premiums. Your Part B premium is based on your income.

For more information about Part B premiums:

Visit the Medicare website

Call Social Security at 1-800-772-1213 (TTY: 1-800-325-0778)

You'll pay nothing out of pocket for services covered by both Medicare and TRICARE.

TRICARE For Life Contractors

The TRICARE For Life contractors assist with claims and provide customer service to all beneficiaries using TRICARE For Life.

In the U.S. and U.S. Territories: Wisconsin Physicians Service (WPS)

All other overseas areas: International SOS

Is TRICARE For Life Right for You?

TRICARE For Life is the plan for you if:

You're eligible for TRICARE

You have both Medicare Part A and B

Coverage is available worldwide and you can see any provider you want. However, you will have greater out of pocket expenses if you get care from Veteran's Administration providers or providers who opt-out of Medicare, because they are not permitted to bill Medicare.

USING TRICARE FOR LIFE AT VETERANS AFFAIRS FACILITIES

Veterans Affairs (VA) facilities aren't Medicare-authorized providers, even if they're in the TRICARE network.

Medicare can't pay for care at a government facility.

If you use TRICARE For Life for a non-

service-connected condition at a VA facility, the VA can't bill Medicare.

When you get care from a non-Medicare provider (such as the VA) TRICARE can pay only up to 20% of the TRICARE allowable charge.

You will have to pay the remaining amount after TRICARE pays its 20% of the TRICARE allowable charge.

TRICARE and the VA recommend that you get care for your service-connected disability at a VA facility. For all of your other care, consider all of your options, including using a Medicare-certified provider. When using Medicare providers, you typically have no out-of-pocket costs for services covered by both Medicare and TRICARE.

Talk to your VA facility about your VA options, including how VA claims are processed if you are entitled to Medicare or have other health insurance.

SPOUSES IN SERVICE: NEW OMBUDSMAN FOR PSU 313

By Lt. Ian Stewart



Matt and Carmela Fortin

Mrs. Carmela Fortin and 5-year-old Cole, her special assistant, were honored by the crew of Port Security Unit 313 for Ombudsman Appreciation Day at their March drill

weekend in Everett, Wash.

The Coast Guard Ombudsman Program is a command program intended to improve communication between the command and the Coast Guard family members. Coast Guard ombudsmen are communication links, provide

Ombudsman Continued on page 21

Ombudsman Continued from page 20

information and referral resources and act as advocates for family members. COMDTINST 1750.4E provides details of Coast Guard Ombudsman Program.

A Coast Guard Reserve spouse and a volunteer appointed by Cmdr. James Hotchkiss, commanding officer of PSU 313, Carmela is already actively engaged in her role sharing valuable information with families. She accepted the Ombudsman role in February to be a friendly and informative point of contact and resource for our unit's 140 members and their military families, including spouses, parents and children.

Petty Officer 2nd Class Matt Fortin, a boatswain's mate and coxswain at the unit on the 32-foot Transportable Port Security Boat, is Carmela's husband.

PSU 313 was commissioned Dec. 12, 1998. Crews are deployable to anywhere in the world to maintain port security both during wartime and peacetime. They are self sustainable for 30 days. It has a command and control staff in addition to the divisions for boats, security, communications, weapons, engineering, logistics, food service and a medical staff.

In 2011 PSU 313 conducted a six month deployment to the Middle East in support of Operation New Dawn and Operation Enduring

Freedom to provide landward and seaward security at strategic port locations around the Northern Arabian Gulf. This action ensured the free flow of personnel, equipment and commerce in the region. In February 2003, PSU 313 was deployed to support Operations Enduring Freedom and Iraqi Freedom. They provided security for an Iraqi oil platform in Northern Iraq. PSU 313 has been previously called to service in Operation Desert Storm and in response to the Sept. 11, 2001, terrorist attacks.



Coast Guard Port Security Unit 313 members, their new ombudsman, Carmela Fortin, and Master Chief Petty Officer Eric Johnson, the Coast Guard reserve force master chief, pause for a group picture after a morning brief at Naval Station Everett, Wash., Feb. 21, 2015. U.S Coast Guard photo by Petty Officer 3rd Class Amanda Norcross.

To learn more about the Ombudsman Program and how you can support your ombudsman visit <http://www.uscg.mil/ombudsman>.

PACIFIC CURRENTS NEWSLETTER – A Coast Guard Retiree Council Northwest Publication authorized IAW COMDTINST 1800.5D & COMDTINST M5728.2C. Published at: U. S. Coast Guard Base Seattle, Work-Life Office, Coast Guard Retiree Council Northwest, 1519 Alaskan Way South, Seattle, WA 98134 Phone: (206) 217- 6188. Published four times yearly and circulated to retirees throughout the Pacific Northwest electronically and on web site (www.cgretirenw.org). The Retiree Newsletter contains news of general interest, suggestions, and information for Coast Guard retirees, spouses, annuitants and retired Coast Guard reservists. The views and opinions expressed are not necessarily those of the Department of Homeland Security or the U. S. Coast Guard. Material is informational only and not authority for action. Editor - Patrick Wills, CWO (retired), wills@exchangenet.net.

**COAST GUARD RETIREE COUNCIL NORTHWEST
USCG Base Seattle
Worklife (Retiree Council)
1519 Alaskan Way South, Bldg. 1
Seattle, Washington 98134**

YOU KNOW YOU'RE AN OLD COASTIE...

Purloined From Fred's Place

Authored By Some Old, Older, and "Older Than Dirt" Coasties

You still call it the Commandant's Bulletin.
You remember how to use a Rapidraft.
You remember arguing which was tougher, Cape May or Alameda.
You still aren't used to rub rails on the 41'.
You remember 95' PB's
You can still use a routing ****
You can say I served on a pre FRAM 378 or 210
You served on a 44' MLB
You know what SAT NAV is
You actually rebuilt or repaired an outboard
You had a service number
You didn't pay Social Security taxes
You ever made an Ocean Station November

Coast Guard Retiree Council Northwest Newsletter

c/o COMMANDING OFFICER
USCG Base Seattle
Attn: Work Life (Retiree Council)
1519 Alaskan Way South, Bldg. 1
Seattle, Washington 98134



**PRSRT STD
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HOW WE SERVED... YESTERDAY IN THE U. S. COAST GUARD



USCGC Bear (WMEC-901) a USCG medium endurance cutter. She was laid down August 23, 1979 and launched September 25, 1980 by the Tacoma Boatbuilding Company of Tacoma, Washington. She was named for USRC Bear (AG-29), a steam barquentine that was built in Scotland and served the United States Treasury Department in the United States Revenue Cutter Service's Alaskan Patrol. The Bear, commissioned on 4 February 1983, was the first of her class to enter service. Since each 270-foot cutter has taken the name of past cutters of note, the class is sometimes known as the "Famous Class."